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Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

BIRTH.

On the 23rd July, at "The Grove," Robinson
Road, Kowloon, the wife of T. G. Hoang,
P.W.D., of a daughter.

DEATH.

On the 14th July, at 3, Lloyd Road, Singapore,
Katherine Hooper Tarn, widow of the late
Capt. E. E. Tarn, aged 63 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, C1
LONDON OFFICE: 131, FLEET STREET, EC

HONGKONG, 24th July, 1901

A CORRESPONDENT, writing to an Indo-Chinese contemporary, makes some interesting remarks on the subject of the Hanoi-Yunnanfu Railway. The writer is obviously acquainted personally with the ground which will be covered by the line when completed, which lends weight to what he says. He commences by admitting the utility and political necessity of the undertaking, but warns shareholders against chimerical hopes of fabulous dividends. Loakay to Yunnanfu is a distance of 450 to 470 kilometres (280 to 330 miles). The guaranteed interest of 4½ per cent. works out at three million francs on a recent estimate of the Public Works Department, and at four millions and a half on the amended figures. On one-third of the 450 kilometres, the section between Loakay and Mengtze, trade can bring but few returns. Foreign trade, both imports and exports, from Yunnan via Mengtze and Loakay reached 8,000 tons in 1898. It may be assumed, says the French writer, that these 8,000 tons can be considered as circulating wholesale from Loakay to a point midway between Mengtze and Yunnanfu. Making a liberal allowance of another 8,000 tons for the interior commerce, we get a return of 16,000 for the 300 kilometres. Again, allowing for an initial tripling of trade by the introduction of the railway, a rough estimate of 50,000 tons carried by the line is arrived at. With the moderate allowance of 10 centimes per ton per kilometre—a necessary allowance, the writer says, in view of the numerous British competing routes with constantly diminishing tariffs—we get the net annual receipt of 1,500,000 francs. Against this must be put the expenses of exploitation, which may be reckoned at three-fifths of the receipts, and numerous minor expenses, all of which the writer puts at 900,000 francs, leaving a net profit of 600,000 francs. It will take several years before this sum can be exceeded, and it is unnecessary to insist that these 600,000 francs will not satisfy the demands of guaranteed interest,

etc. A reserve fund to meet the deficit is immediately necessary. This can only be raised out of the surplus receipts of the colony. The Vietri-Loakay railway will, for many years at least, only be fed by the line from Yunnan, while the lines from Mytho to Vinh-long, from Hanoi to Langson, and others can only just be self-supporting for some time. Consequently, on account of the Indo-Chinese railways, which are the property of the colony itself, and the Yunnan railway, which is guaranteed by the colony, Indo-China must find the interest due to the shareholders. When the lines are completed, four or five million francs a year will thus be called for, which will make a heavy drain on the expenses of Indo-China. To meet this, says the French writer, a heavy increase must be made in taxation, which will arouse discontent among the inhabitants. Would it not be better therefore, he asks, to increase taxes gradually in advance and create a reserve fund to meet the calls made by those entitled to interest, during the construction of the lines. Then, when an important traffic shall have sprung up through the presence of the railways, it will be possible to remove the heavy charges, which will no longer have a reason for existence.

Our French contemporary to whom the correspondent above mentioned addressed his remarks, asks the question whether, in view of the weighty imposition on Indo-China by this railway enterprise, the scheme is a mistake, and answers decidedly, No. The English in Burma, it continues, have not waited so long, and they are assuredly practical people. Yunnan is eminently a country worth striving for; and by the construction of the French railway Yunnan "will be for ever closed to British influence which is striving to get in by Upper Burma." There has never been any concealment, on the part of the French, that their main object in pressing on over the Yunnan border is to prevent the British from getting any foothold in the province. Hence we need not feel surprised at the frank unfriendliness of the language used. It looks as if the only inducement which can reconcile M. DUMER'S opponents to his schemes of expansion is the thought that by consenting to them they are at least striking a blow at Great Britain. The amiability of such a line of conduct we need not discuss, nor could it have any bearing on the question, were it not that the British Government is less than indifferent to all appearances, to the efforts of its countrymen to tap the resources of Southern China from the side of Burma and India. Our French critics talk admiringly of British practicality. We are compelled to recognise that this is only true of individuals. As far as the respective Governments are concerned, the advantages rest with the French.

Yesterday the British transport *Chinglu* arrived from Madras. The German gunboat *Illis* left for Canton.

We received yesterday morning from the U.S. Consulate-General the following typhoon warning, issued from Manila Observatory at 4.30 p.m. on Monday:—Depression crossed Luzon undisturbed now lying west Dagupan.

The Perry monument at Kurihama, near Uraga, Japan, was unveiled on the 14th inst. in the presence of Baron Kaneko, President of the Beiyun Kiokai, under whose auspices the monument has been erected. Colonel Buck, U.S. Minister to Tokyo, General Kodama, Minister for War, Admiral Rogers, Mr. Saku, Governor of Kanagawa Ken, Rear-Admiral Beardsley, etc.

Referring to the recently resurrected discussion of a scheme for a sea-canal through the Isthmus of Kra, the *Singapore Free Press* remarks, it is enough to say that many years ago the whole question was examined on the spot by a commission of two officers from India and the late Capt. A. J. Loftus, Hydrographer to the King of Siam. The pamphlet written by Capt. Loftus, of which we possess a copy, makes it clear that both as to the penetration of the hills and still more as to the preparation of a deep-water access on both sides, the scheme is quite impracticable. Even the approach to that coast in the S.W. monsoon would be full of dangers to all deep-draught mail steamers.

About six o'clock yesterday evening a party of American sailors might have been seen proceeding in richshaws along Queen's Road East. The remarkable thing about this party was that they had, judging by their behaviour, gone back to their school days, and their game evidently was to remove the head-gear of as many natives as possible. One of the party with a keener sense of humour than the rest caught hold of the turban of an Indian and unwound it. He had, however, reckoned without his host, as the Indian arrested his progress in a manner more forcible than polite. A struggle ensued, in which the combatants removed a good deal of dust from the road to their clothes. A junking chancing on the scene, the Indian gave the practical joker in charge for assault.

The *Linnet*, gunboat, com. W. W. Smythe, arrived at Plymouth on the 23rd ult. from the China Station, and left next day for Sheerness to pay off.

5,245 coolies are known to have absconded from their employment in Perak last year. Reckoning that each man owed his employer \$5, this comes to a direct loss to the masters of \$26,250.

A Japanese despatch from America states that the Ceylon tea-merchants in Canada are moving among the Canadian tea-merchants for the formation of a Ceylon tea trust, to meet the opposition of the Japan tea trust now in course of formation by American and Japanese tea-merchants.

The only survivor of the chess players who took part in the Great International Tournament in 1891 had a narrow escape from death lately. Mr. H. E. Bird has long been ailing—his bent figure has been noticeable for years past at chess resorts—and now is an invalid confined to his bed. The upsetting of a light, which set fire to the bed, placed him in serious danger. He was saved by the promptitude of his landlady.

Labour organisations in America are already signing petitions for the re-enactment of the Chinese Exclusion Law, which expires on the 5th May next. Mr. Frank Morrison, secretary of the American Federation of Labour, says: "We are not only in favour of extending the Chinese Exclusion Law so as to make it unlimited in time, but also to make it effective against all the Oriental races." The "open door" is intended only to open one way, comments the *Kobe Chronicle*.

At the end of this month, a party of telegraph men from the Singapore Depot will leave for Direction Island, which is one of the Cocos-Keeling Group, taking with them a number of Chinese carpenters, servants, etc. On the arrival of the party, quarters will be erected and preparations made for the reception of the new All-British Cable, running via the Cape, Mauritius, and Direction Island to Australia. Direction Island is one of the many islands in the group, and is composed entirely of coral running to a uniform height of about twenty feet above the level of the ocean. There is nothing on the island but coconuts, which are forwarded to Batavia and thence sold.

The Acting State Surgeon, Perak, writes as follows:—"Attention is being paid to the fact that arsenic may be the cause of the neuritis in ber-beri. Dr. Connolly, District Surgeon, Batu Gajah, writes in his annual report 'up to the present, however, a chemical analysis, not of a profound character it is true, has failed to find arsenic in ber-beri patients.' In support of the arsenic theory, I would point out that 85 per cent. of ber-beri cases treated are Chinese, and quite 90 per cent. are miners by occupation; when we know that arsenic in combination with other metals is common in the soil where these Chinese have to stand for hours while searching for tin, we may regard the possibility of arsenic as a cause for ber-beri as being something more than problematic.

Mr. Charles Sheldon, of Topeka, Kansas, who has managed to make his religion a paying concern, and who lately wrote a book advising employers to treat their servants as equals, is having serious domestic troubles, according to the *Kansas City* correspondent of the *Daily Mail*. His wife refused to allow her servant-girl to dine with the family. The girl promptly gave up her place, and before leaving, she reminded Mr. Sheldon that her husband had recently sold the servant-girl problem by declaring that domestics should have equal privileges with the family. Mrs. Sheldon told the girl that she was not responsible for her husband's opinions; he could write books, but she intended to rule the household. The pastor's dilemma has caused great amusement.

San Francisco papers announce that the wreck of the *City of Rio de Janeiro* has been located in two places—at least such is the conclusion to be drawn from the statements of those engaged in looking for the wreck. The Rio Wrecking Company, formed for the purpose of discovering the wreck, alleges it made the discovery through the convincing aid of a spiritualistic medium, and in proof is exhibiting one of the cabin name-plates. According to these claimants the *City of Rio de Janeiro* lies in such a situation that the current will make diving very difficult. The other alleged finders of the wreck are the Whitelaw Wrecking Company, who also claim to have one of the cabin name-plates, but refuse to exhibit it. They locate the wreck about 300 feet away from the point indicated by the other wrecking company, and it is within the bounds of probability that both have located the wreck at opposite ends, or pulled up wreckage that was lying near the ship.

Shamrock II had her new mast stepped at Glasgow on the 21st ult. and left for Greenock to have her rigging fixed. She has been fitted with a solid pole mast, 10ft. longer than the original one, and made of curved steel plates. Her designer has, therefore, discarded the telescoping method, and has had a mast 170ft. long put on board. The new mast is the longest yet fixed on a racing yacht. It is claimed that the solid mast will give greater stability and save in weight. It is contended, however, that in heavy weather the *Shamrock II* will be placed at a disadvantage, as she will be unable to house her top-mast. Sir Thomas Lipton, who witnessed the stepping of the mast, stated that he is satisfied that *Shamrock II* will be improved. He will not stand in the way of her racing across the Atlantic against American yachts, but says that he would like a condition laid down that owners should sail in the yacht. The designer, Mr. Watson, however, holds that the *Shamrock II* could only sail across the Atlantic under yawl rig.

The Siamese Royal yacht *Maha Chakrabarti*, with their Majesties on board, and accompanied by the gunboats *Sugrib* and *Deti*, left Singapore at daylight on the 17th inst. for Bangkok.

The following story from South Africa is said to be well authenticated. A young Scotsman had received a commission in Lord Tullibardine's corps, where the men under him were for the most part, raw. One day when they were under fire and lying down, he walked up and down in front of them, assuring them that the Boers were duffers, whose marksmanship was a thing of the past, and who now never hit what they aimed at. As he spoke he was knocked over, the subsequent surgical examination revealing four bullet-holes in his skin. He contrived to pull himself together, and rising to his feet remarked coolly, that "this was the exception which proved the rule."

The birth of a daughter instead of a son to the reigning monarch is reported to have caused even more disappointment in Russia than in Italy. As in the case of Italy an heir was considered needful for the stability of the throne, so in Russia a son was earnestly desired to strengthen the prevailing policy. The law in its wisdom—against our experience of the teaching of history—does not allow a Queen to succeed in either Italy or Russia, but it is beyond the logic of all but theoretical politicians to show why a monarch's son should make a better successor than a monarch's brother. Yet there is something like lamentation in Russia at the birth of the poor little Princess Anastasia, and it is said in France that the absence of a son is a "standing menace to the Franco-Russian alliance."

A home contemporary speaks of the strikingly grave courtesy shown to, and by, an accused peer on trial in the House of Lords. On being brought to the bar, "he makes three reverences to the House," and then "kneels till directed by the Lord High Steward to rise," after which he is "conducted to a stool provided for him within the bar." And after he has pleaded, one of the officials, in the politest manner conceivable, exclaims "God send your lordship a good deliverance." The peers present—the whole body of the House can attend if they wish—give their verdict individually, beginning with the junior baron, and so up to the Princes of the Blood, all ending with the formula "Upon mine honour." The position of the Bishops at these trials is curious. They have the right to be present but not to vote, as they are not "peers of Parliament" but only "spiritual lords." Accordingly, to save their dignity, they have devised an ingenious method of escape. The Archbishop of Canterbury on their behalf submits what is called a "protestation," "desiring leave to be absent when judgment is given."

THE SALARIES OF SUBORDINATE GOVERNMENT OFFICERS.

In its issue of Monday, our senior evening contemporary published an article dealing with the question of the salaries of subordinate Government officers in this colony. In the course of its criticism, after describing the circularising of the Departments as a "Gilbertian" method of settling the question of salaries, our contemporary went on to say that but for the fact that "the Colonial Secretary is a Scotsman and congenitally incapable of seeing and appreciating a joke (vide English authorities) there would be some amusing answers to the latest official conundrum." The Colonial Secretary, however, for all the fact of his nationality, is fully appreciative of the present joke. To start at the beginning, the Secretary of State for the Colonies made a suggestion to the Government here that if it would perhaps be wise to have the salaries of officials in Hongkong placed on a sterling basis; the same suggestion was also made to the Government of the Straits Settlements. In February of last year a body called the Sterling Salaries Committee was appointed by the heads and assistant heads of the various Departments in Government service to consider the whole matter, and the result of the Committee's deliberations was the issuing of the circular referred to by our contemporary. That circular, which went round the Departments, was as follows:—

"Within one week from the 15th July, 1901, the Sterling Salaries Committee want a statement from each officer affected:—

(1) What sterling salary will you accept?
(2) Reasons for fixing salary at such a figure."

The object of the circular was simply to ascertain what each officer thought would be a fair equivalent in sterling of his salary, making allowances for any privileges he might lose as far as regards present rate of pay for leave and pension. Many of the officers now draw their leave pay at 4s. to the dollar and their pension allowance at 3s. 8d. Coming to the question of delay, our readers will remember that the Hon. E. M. Gray, at a meeting of the Legislative Council on 14th February this year, asked the following question, of which he had given notice—"I should like to know what, if any, reply has been received from the Secretary of State with regard to the recommendations of the Committee appointed to enquire into and report on the salaries of subordinate officers in the Civil Service of the colony?" In reply to this question, the Colonial Secretary laid on the table a despatch dated 31st December, 1900, from the Secretary of State, acknowledging receipt of a copy of the Committee's report, and asking that a scheme be submitted containing a complete classification of the whole subordinate service, with salaries attached to grades and offices rather than to individual officers, and in addition, with definite recommendations as to the systematisation of their allowances. The requests made in the despatch have been complied with, and until the final sanction of the Secretary of State to the proposed re-arrangement has been obtained, nothing further can be done.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 23rd July, 5 p.m.

INTER-CHRISTIAN TROUBLES.

The British gunboat *Woodlark* and the French cruiser *Decidie* have gone to Nanchang, in Kiangsi province, owing to reports of friction between Protestant and Roman Catholic converts.

GREAT FLOODS ON THE YANGTZE.

The Yangtze reached its record height and burst its bank near Nanking, causing immense desolation. The *Kiangwan*, *Talee*, and *Meitee* are all badly ashore near Tunglin.

LONDON, 22nd July, 7.45 p.m.

PROGRESS OF NEGOTIATIONS.

Lord Cranborne has stated in the House of Commons that the negotiators have agreed on the payment of the Chinese indemnity in four per cent. bonds, payable to each Power. Considerable progress, he added, has been made recently in the negotiations regarding the sources of revenue to meet the demands of the Powers. He was, however, unable to make a more detailed statement.

GREAT INCREASE OF RUSSIAN PACIFIC SQUADRON.

Russia intends adding to her Pacific squadron this year two ironclads, three first-class cruisers, two mining cruisers, and four boats for laying mines. The ironclads and cruisers leave Europe in August.

GENERAL NEWS.

LONDON, 22nd July, 7.45 p.m.

MRS. KRUGER'S DEATH.

The late Mrs. Kruger, wife of the ex-President, succumbed to an attack of pneumonia.

REUTER'S SERVICE.

LONDON, 21st July.

DEATH OF MRS. KRUGER.

Mrs. Kruger, wife of the ex-President of the late Transvaal Republic, has died at Pretoria from pneumonia, after three days' illness. It is understood that the ex-President was privately informed by wire of his wife's death before the news was made public.

THE PLAGUE.

During the 24 hours ending at noon yesterday only one fresh case of plague was reported, and one death (Chinese).

Private Nelson, Royal Welch Fusiliers, who was admitted to the Plague Hospital on Monday, died yesterday afternoon, and was buried at six o'clock at Happy Valley with military honours. The deceased was six years when taken into the hospital, and never rallied. He was feverish for six days, it appears, before he was known what the nature of his illness was.

Mrs. Brownhill, it is stated, is in a very critical condition, and grave fears are entertained about her recovery.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Oceanic*, with the last French mail, left Singapore on the 23rd inst. at 5 a.m. for this port via Saigon. The C.P.M. steamer *Turk*, arrived at Yokohama on the 22nd inst., and left again for Kobe yesterday afternoon. The P.M. steamer *Nippon Maru*, with mails, Ac., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

"Wanted—A young Frenchwoman to give lessons to an American gentleman. Apply Hotel—10 o'clock, Friday." The foregoing advertisement printed in a Paris paper almost caused a riot at the hotel at the hour named. The American was Webster Jones, of San Francisco. Mr. Jones left orders that he would receive applicants in a room at the hotel, and they might be admitted to the corridor pending his arrival. When he got there he found a line that reached out into the street and extended all the way to the Place Vendôme. Five hundred Parisian women were waiting for the "American gentleman." They were unanimously resolved to give him lessons. Mr. Jones was paralysed at the sight and fled, leaving the hotel people to get out of the scrape as best they might. The managers and clerks argued in vain. The women would not be pacified. The police were called. The women were put out, but more kept coming all day, and the hotel was under police protection for twenty-four hours. Mr. Jones did not go back, and he is now convinced that "Parisian women" are not to be trifled with.

DISCONTENT IN THE POLICE FORCE.

That discontent has for a long period existed in the rank and file of the Hongkong Police Force is a fact recognised amongst the officials, who apparently have either found the problem impossible of solution or have been able to discover no justifiable grievance. Several of the men, however, have at last taken the course, it seems, of tendering their resignations. Three have already resigned—Lance-Sergeant Reynolds and Constables Bond and Broomfield—and it is rumoured that others, including several acting-sergeants, contemplate taking a similar step. The grounds for their action appear to be these. Two agreements of widely different terms at present operate in the Police Force. By the first and older agreement, a man on enrolling himself to serve for fifteen years, at the termination of which period he may retire on pension. Every five years he is allowed nine months' leave of absence on half-pay, at, we are informed, four shillings to the dollar. The second agreement, which was drafted at a later period than the first, stipulates that before he is entitled to a pension a man must serve until he reaches the age of forty-five years, when he goes home on an allowance possibly no greater than that of the man who has served under the fifteen years' system. It is also stated (but this we were unable to verify) that when on leave he is allowed only two shillings to the dollar. As we have said, this statement was not borne out by other information it is mentioned simply because the disparity alleged by some to exist in the two allowances to the dollar has been advanced as a *bona fide* grievance. Another complaint is that advancement in the Police Force is slow and promotion uncertain. In the latter connection, this is asserted that those entitled to promotion, have in many instances been superseded for no apparent reason. There are, however, always two sides to a question, and the official point of view may place the whole matter in a different light. One thing is certain, though, and this is that nowadays it is almost impossible to get men serving in any police force at home to come to the colony as they did when the force here was in the early days of its existence. This may be due to many causes, but the reason advanced by those who are in a position to know is that the conditions now existing here are responsible for the disinclination of trained men to come out from home to join the Hongkong Police Force. The result is that when vacancies occur they have simply to be filled as best they may. Under the existing Ordinance, a man may resign from the Police Force on his giving three months' notice and paying two months' salary for every unexpired year of his term of service. Rather than complete his engagement, one man earning a constable's salary has forfeited \$360, and in addition has to pay his passage home. This represents a considerable sum to one occupying such an office, and the fact that he is willing to sacrifice it would to an ordinary mind indicate that a real grievance exists somewhere. Captain Superintendent May, we understand, has already been approached on the subject, and pointed out that the men had signed an agreement to must carry out the terms of that agreement. On the other hand, however, the European part of the Police Force is not overmanned, and we certainly cannot afford to have it further depleted in strength if a rearrangement of working conditions will prevent it.

POLICE COURT.

Tuesday, 23rd July.

BEFORE MR. HAZELAND.

BREACH OF ARMS ORDINANCE.
Judgment in the case of Messrs. Siemens & Co., for storing thirty-three cases of arms in godown No. 21 at Kowloon, in contravention of Section 12 of the Arms and Ammunition Ordinance of 1900, was given by Mr. Hazeland as follows:—

"The defendant was summoned before me under Section 12 of the Arms and Ammunition Ordinance, 1900, for that he did unlawfully without the special written permission of the Captain-Superintendent of the Police keep and store arms to wit thirty-three cases of rifles in No. 21 godown of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, such place not being registered by him for that purpose."

"Section 12 of the Arms and Ammunition Ordinance reads as follows:—'No arms or ammunition shall, without the special written permission of the Captain-Superintendent of Police, be kept or stored by any importer or dealer in or vendor of arms or ammunition in any place or place other than in the place or places registered by him for that purpose.' In the Arms and Ammunition (amendment) Ordinance, 1900, No. 35 of 1900—there is the following definition of the expression 'importer':—

"The expression 'importer' shall include every person whether a commission agent or otherwise to whom or to whose order arms or ammunition landed in this colony are consigned." It was proved in evidence that the thirty-three cases of rifles, the subject-matter of the charge, were landed from the steamer *Eve* on the 13th day of July, 1901, and were stored in godown No. 21 of the Godown Company. The steamer *Eve* was chartered by the Hamburg-American line which is a share company, and Messrs. Siemens & Co. were on the said 13th day of July, 1901, the agents of the said Hamburg-American line. They have since ceased to act as such agents. It was further proved that the said thirty-three cases of rifles were consigned to Tientsin and that the Godown Company were keeping the said thirty-three cases pending instructions for their removal. No godown warrant had been issued for the cases, nor had any notice been charged. The reason given by the Godown Superintendent of the Godown Company why no rent was charged was because the thirty-three cases were not storage cargo. It was further proved in evidence that Messrs. Siemens & Co. were not the consignees of the arms, and also it was not known who the consignees were. It was also proved that Messrs. Siemens & Co. were licensed dealers and that the Godown Company was not a licensed dealer under the Arms Ordinance.

"The question for my decision is whether under these circumstances the defendant

TO LET.

TO LET SHORTLY.

SHOPS, OFFICES and FLATS, Des
VUEY ROAD CENTRAL (Opposite Lane,
Crawford & Co.).

Apply to—

HUMPHREYS ESTATE AND
FINANCE CO. LIMITED.
Hongkong, 12th July, 1901. [1134]

TO LET (IMMEDIATE POSSESSION).

3 LARGE UNFURNISHED ROOMS
with Separate Bath, use of Cookhouse,
&c., &c.
Apply—

R. ROE,
Care of Daily Press Office,
Hongkong, 22nd July, 1901. [1842]

TO LET.

IMMEDIATE POSSESSION.
3 LARGE and WELL-VENTILATED
ROOMS, with Bathroom and VERAN-
DAH, at No. 37, CAINE ROAD.
Apply to—

R. J. REMEDIOS,
Mercantile Bank,
Hongkong, 11th July, 1901. [1755]

TO LET.

NO. 5A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road,
Hongkong, 9th July, 1901. [1733]

TO LET.

OFFICES IN BEACONSFIELD ARCADE.
SMALL GODOWN IN DUBBEL STREET.
For Particulars, apply to—
R. C. WILCOX,
Hongkong, 16th July, 1901. [1784]

TO LET.

A SMALL FOUR ROOMED HOUSE,
FURNISHED, on the lower level, with
Immediate Possession. Terms moderate.
Apply by letter to—

BOX 64,
Care of Office of this Paper,
Hongkong, 20th July, 1901. [1827]

TO LET.

NO. 6 WEST TERRACE, ONE EURO
PEAN HOUSE, consisting of TWO
FLOORS, in a respectable locality. Rent
moderate.
Apply to—
KWONG WING SANG,
No. 182, Queen's Road Central,
Hongkong, 17th July, 1901. [1800]

TO LET.

NO. 1, STEWART TERRACE, the
PRAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1779]

TO LET.

GODOWN, No. 5A, DUBBEL STREET
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.

A HOUSE IN RYTON TERRACE.
"FAIRVIEW," Kowloon.
"THE RETREAT," MOUNT KELLET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 13th July, 1901. [168]

TO LET.

ROOMS or OFFICES, with SERVANTS'
QUARTERS, in FIRST FLOOR, No. 6,
ICE HOUSE LANE.
A. RUMJAHN,
Hongkong, 4th July, 1901. [1685]

TO LET.

POSSESSION, August 1st.
THE GODOWN in West Point
(Kennedy Town) known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.,
Hongkong, 9th July, 1901. [1730]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWN, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73]

WING CHEONG.

JEWELRY, PEARLS, DIAMONDS,
CURIOUS JADESTONE ORNAMENTS,
BRONZES AND CARVED IVORY WARE,
FINE SILKS and GRASSCLOTHS.
General Importers of
ANISEED and CASIA OILS,
&c., &c. Stock always on hand.
AN INSPECTION IS EXPRESSLY SOLICITED.
Note.—We beg to announce that we also
buy all kinds of Curia at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811]

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THE BOY THAT FOLLOWED
THE DRUM.BY
MAY CROMMELIN

(Author of "Dead Men's Dollars," &c.).

Only a fat little boy of five years old. He
wore petticoats and a big straw hat that hung
on the back of his neck. Just as often it lay
neglected on the ground—anywhere.
But one precious possession the boy never
forgot; this was his beloved drum. He had a
passion for music, his parents said; for noise,
said the neighbours who lived in scattered
houses on the outskirts of the country town.
So now the summer evening hummed with
mimic martial sound as the little boy strutted up
and down the gravel path between a crazy cot-
tage, which had seen better days, and the rusty
garden gate.
"Dum! dum! dum! dum! dum! I'm so
loy what carries ze drum!" Thus Joscelin
lively sang and drummed.
"Well! an' who cares?" sneered a vulgar
small rival, peering in from the highroad.
"You ain't got into trousers; your Pa is too
poor to buy you a suit, so my Ma says!"
What have yer got for supper? "Yah!"
Luckily Joscelin was too full of his own noise
and importance as a sergeant recruiting among
the cabbage to care or hear. But small and
insignificant though the little fat boy was—two
other people did hear and did care.

A man was digging among the vegetables in
the rear of a hedge of sweet-peas. He dug in a
hesitating, unworkmanlike way, and whenever
he neared a cabbage, or rosebush, stooped and
felt it with his fingers. He wore an old blazer,
and his straw hat displayed a faded cricketer's
ribbon—clearly a clerk or impoverished profes-
sional man, was this gardener. Careless too,
for as he dug he kept trampling ruthlessly on a
row of young peas, just showing green leaf.
As Joscelin's small feet howled his insults,
suddenly the man stopped, and stared vaguely.
Just then a young woman, with a sweet careworn
expression, came towards him from the cottage.
She, too, heard—and gave a quick anxious look
at the man. Then she came and put her arm
round his neck.

"Don't mind, Dick. The child doesn't care,
bless him! Why he's as happy as a sandboy,
our little Jos." I've come to fetch you in
for a cup of tea. Well, you have been working
hard. All this dug and—Oh! Her glance fell
on the peas, and expressed consternation. Two
tears welled up in her eyes.

"Yes, I've done a good day's digging, haven't
I?" said the husband, shaking off his anxiety,
and like herself striving to be cheery.
"All right, Mary—wait. Who opened the gate?
That sounds like Mr. Birch, a short, quick step.
Yes, you say. Ah! he wants his rent!"
"Good evening, Mrs. Dorian. Good evening,
sir," said a smug-faced man in good humouredly
stuttering forward. "I just thought I'd look
in—being more friendly like—and perhaps your
good lady would ask me to tea. My gracious!
you've been and ruined these young peas. Dear,
dear! The poor eyes! Is it worse?"
Mary Dorian shot a lightning glance of
anger at the landlord, and cried out with forced
gaiety.

"Why, nonsense, Mr. Birch. This outside
row was no good. I'm always walking over it.
As to my husband's cataract, the worse it gets
quickly, the sooner it can be removed, the
doctor says."
"Spill them, have I? That's all the good
my digging is!" murmured the blind man,
standing still. Then repressing a sigh, he
added courteously, "My dear, let us bring Mr.
Birch in for tea."
The one sitting-room of the cottage was bare
to the extreme of poverty. A deal table, two
chairs, and an old oak chest were its only furni-
ture. And as the landlord's eyes fell on this
last, they rested there. Meanwhile Mrs.
Dorian's pale cheeks flushed, as she tried to
seem composed while handing the guest tea
with hardly a drop of milk, bread with a mere
scrape of butter. Her own cup was black; her
bread dry.

This repeat over, Mr. Birch hemmed and pro-
ceeded to the business which all knew was the
object of his visit.
"A useful old chest that, sir. You've had a
tidy lot of old furniture, Mr. Dorian."
"Yes, Mr. Birch. I had—and since my blind-
ness came on, you have got nearly the whole of
it, but that chest."
"That's as maybe, sir. Now, may
I ask is there anything against letting me have
that, too? Any plate in there?"
And might the inside be sound, for my missus says
dry-rot."

Richard Dorian rose, and stepping with out-
spread hands, felt for the chest, and fumbled at
a heavy key which was in the lock. Then
throwing back the lid, he said with proud
satisfaction.

"Do me the honour to look at the contents
and the inside, Mr. Birch. I believe you will
be satisfied that these are only family parch-
ments of no good to anyone else—if any to us."
"Quite so, quite so," announced Birch, coolly
examining some old documents that could have
no possible interest for him as debtor's assets.
"Why, here is a family tree. Dorian's of
Deneholme Park. What's this—copy of a
marriage certificate between Richard Dorian
and Eveline Fetheringhay. I did not know
you traced connection with such swells; a
baronetcy and no end of coin. In my boyhood
I lived near Deneholme; a splendid place it
is, too."

"They're the younger branch of my family,"
said Dorian, stiffly. "Had it not been for my
grandfather's runaway match with a lovely,
penniless girl, Eveline Fetheringhay, which so
angered his father that he cut him off with a
shilling, I might now be Sir Richard, and
living at Deneholme. Instead of which, we
occupy this cottage—as long as you can allow
us to stay."

"Put in a very gentlemanly way," patroni-
singly assented Birch. "You relieve me, sir,
of saying first what is most disagreeable to me
—yes, indeed. For after all, rent being due,
now you'll both allow, that I'm doing handsome
if I take this old bit of stuff, which isn't worth
the five pounds owing to me, not being a
collector. In fact, what will my wife say?"
But there, I'm sothearted, and
what with your losing your situation because of
your affliction—

"But as to the term that is to come, I'll
say no more. But as to the term that is to come,
I'm a family man! and so after a week from to-
morrow—from to-morrow—you see!"
"You expect us to clear out!" said the blind
man quietly. "I see; that is, I understand."
Silently Mrs. Dorian rose, and holding out
her hand, signalled to Mr. Birch that the
interview must end. She could bear no more.
When with several more exclamations of "Very
sorry—the unwelcome visitor left husband and
wife alone together, Mary Dorian im-
pulsively flung her arms round her man's
neck and kissed him.
"Don't mind, dearest—don't mind! I don't
except for you! Oh, believe me, my own love,
it will all come right—it must! I've prayed so
—hard. And prayers must be heard. We're

told so. God will help us; you've always been

so good! God will help us; you've always been

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[1831]

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[313]

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PHILIPPINES, BORNEO, &c.,

FOR

1901.

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The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
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Mild Medium & Strong.
PACKED IN
AIR TIGHT VACUUM TINS
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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

The Vessel brings on Cargo:—
From London, &c., ex s.s. Australia and
Phaeny.
From Australia, ex s.s. Arcadia and
Australia.

From Persian Gulf, ex s.s. B. I. S. N. and
B. and P. S. N. Co.'s steamers.
Optional Goods will be loaded here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 18th July, 1901. [1]

FROM HAMBURG, ANTWERPEN,
PENANG AND SINGAPORE.
THE H.A.L. Steamship

"SITHONIA,"
Captain Burmeister, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

This steamer brought also the Hongkong
Cargo ex the H.A.L. s.s. Aragonia from New
York, which Cargo was transhipped at Singa-
pore.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 25th inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 18th July, 1901. [1814]

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS, AND MANILA.

THE Steamship

"GLAMORGANSHIRE,"
Captain Davies, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their Goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 27th inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th inst. at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
SHEWAN TOMES & CO.,
Agents.
Hongkong, 2nd July, 1901. [1834]

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.
THE H.A.L. Steamship

"ALEXANDRIA,"
Captain Borden, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 27th inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th inst. at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 22nd July, 1901. [1846]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.
FROM TRIESTE, PORT SAID, ADEN,
KARACHI, BOMBAY, PENANG,
AND SINGAPORE.

THE Steamship
"FRANZ FERDINAND,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
where delivery may be obtained.

This Vessel brings Cargo:—
From Trieste, ex s.s. Marquis de Baccouchen,
transhipped at Bombay.
From Venice, ex s.s. Massimiliano, trans-
hipped at Trieste.
From Levant Ports, ex s.s. Amphitrite,
transhipped at Colombo.

Optional Cargo will be discharged here, unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 27th July, or they will not be
recognised.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
27th of July will be subject to rent.

Bills of Lading will be counter-signed by
SANDBER, WIELER & CO.,
Agents.
Hongkong, 22nd July, 1901. [1806]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, B, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Black Pier.
3. From Black Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	SHANGHAI	Brit. str.	2 m.	E. Spicer	P. & O. S. N. Co.	On or about 27th inst.
LONDON & C. VIA PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 3rd August, at Noon.
LONDON	DETALTON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th August.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th August.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	PATROCLOS	Ger. str.	2 m.	H. Blocker	Messageries Maritimes	To-morrow, at Noon.
BREMEN, VIA PORTS OF CALL	BAYERN	Ger. str.	2 m.	Sollier	Messageries Maritimes	On 29th inst. at 1 P.M.
MARSEILLES & C. VIA PORTS OF CALL	ANNAM	Fr. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On or about 10th August.
MARSEILLES & LONDON	MALACCA	Ger. str.	2 m.	v. Döhren	LANHUNG-AMERIKA LINIE	On 6th August.
HAVRE, BREMEN & HAMBURG	ACILIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 2nd September.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	SIBERIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st September.
NEW YORK VIA PORTS & SUEZ CANAL	ANDALUSIA	Ger. str.	2 m.	Williamson	DODWELL & CO. LIMITED	On 3rd August.
NEW YORK VIA SUEZ CANAL	HUDSON	Brit. str.	2 m.	Kendall	SHEWAN, TOMES & CO.	On or about 5th August.
NEW YORK	ARARA	Amr. ship.	1 m.		CARLOWITZ & CO.	Quick despatch.
NEW YORK	I. SCHIEFF	Amr. ship.	1 m.		ARNHOLD, KAMBERG & CO.	On or about 25th Oct.
NEW YORK	I. F. CHAPMAN	Amr. ship.	1 m.		SHEWAN, TOMES & CO.	On 25th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	MANUEL LLAGUNO	Jap. str.	2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 14th August, at Noon.
VANCOUVER, VIA MOJI, & C.	KANAGAWA MARU	Jap. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC	On 7th August.
VANCOUVER, VIA SHANGHAI, & C.	TANTAR	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC	On 20th inst. at 4 P.M.
VICTORIA (B.C.) & SEACOMB, VIA SHANGHAI, & C.	EMPEROR OF CHINA	Brit. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 31st inst.
VICTORIA (B.C.) & SEACOMB, VIA SHANGHAI, & C.	KINSHU MARU	Brit. str.	2 m.	W. Frakes	DODWELL & CO. LIMITED	Quick despatch.
VICTORIA (B.C.) & SEACOMB, VIA SHANGHAI, & C.	GLINGOLE	Brit. str.	2 m.	H. L. Allen	SHEWAN, TOMES & CO.	On or about 10th August.
VICTORIA (B.C.) & SEACOMB, VIA SHANGHAI, & C.	YANGTZE	Brit. str.	2 m.		TOYO KISEN KAISHA	On 30th inst. at Noon.
VICTORIA (B.C.) & SEACOMB, VIA SHANGHAI, & C.	KNIGHT COMPANION	Jap. str.	2 m.		PACIFIC MAIL S. S. CO.	On 6th August, at Noon.
PORTLAND (B.C.) & SEACOMB, VIA SHANGHAI, & C.	HONGKONG MARU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 12th Sept.
SAN FRANCISCO VIA SHANGHAI, & C.	CHINA	Brit. str.	2 m.	Holms	GIBB, LIVINGSTON & CO.	On 26th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, & C.	SEACOMB	Brit. str.	2 m.	A. E. Moss	NIPPON YUSEN KAISHA	To-morrow.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	Borden	BUTTERFIELD & SWIRE	To-day, at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	Geo. Payne	JARDINE, MATTHEWSON & CO.	On 27th inst. at Noon.
AUSTRALIAN PORTS	ALEXANDRIA	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On or about 30th inst.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	2 m.	Davies	SHEWAN, TOMES & CO.	To-day, at Noon.
YOKOHAMA, KOBE & MOJI	BOMBAY	Brit. str.	2 m.	J. W. Wale	BUTTERFIELD & SWIRE	On 2nd August, at Daylight.
YOKOHAMA, KOBE & SHANGHAI & KOBE	GLINGOLE	Brit. str.	2 m.	Schmitz	Messageries Maritimes	To-morrow.
YOKOHAMA, KOBE & SHANGHAI & KOBE	TAMBA MARU	Brit. str.	2 m.	G. M. Montford, R.N.R.	MITSUI BUSSAN KAISHA	On or about 29th inst.
YOKOHAMA, KOBE & SHANGHAI & KOBE	YAWATA MARU	Jap. str.	2 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On 31st inst. at Daylight.
YOKOHAMA, KOBE & SHANGHAI & KOBE	YAWATA MARU	Jap. str.	2 m.	S. Atami	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, KOBE & SHANGHAI & KOBE	YAWATA MARU	Jap. str.	2 m.	Geo. T. Blackland	SHEWAN, TOMES & CO.	To-day, at 3 P.M.
YOKOHAMA, KOBE & SHANGHAI & KOBE	YAWATA MARU	Jap. str.	2 m.	J. McGinty	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
YOKOHAMA, KOBE & SHANGHAI & KOBE	YAWATA MARU	Jap. str.	2 m.	G. S. Weigall	JARDINE, MATTHEWSON & CO.	On 26th inst. at 4 P.M.
YOKOHAMA, KOBE & SHANGHAI & KOBE	YAWATA MARU	Jap. str.	2 m.	A. E. Moss	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
YOKOHAMA, KOBE & SHANGHAI & KOBE	YAWATA MARU	Jap. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	On 26th inst. at Noon.

SHIPPING.

ARRIVALS.
 July 22, MACHU, German steamer, 895, G. Wendig, Swatow 21st July, General.
 MEICHERS & CO.
 July 23, YAWATA MARU, Japanese str., 2,366, A. E. Moss, Nagasaki 19th July, General.
 NIPPON YUSEN KAISHA.
 July 23, ALEXANDRIA, British str., 4,278, J. But-
 for, Fochow 21st July, General.—BUT-
 TERFIELD & SWIRE.
 July 23, FUSHUN, British str., 1,500, Lunt,
 Canton 22nd July, General.—CHINESE.
 July 23, CHOYANG, British str., 1,194, Bowker,
 Canton 22nd July, General.—JARDINE,
 MATHEWSON & CO.
 July 23, CHARTERHOUSE, British str., 1,276,
 Strackland, Penang 14th July and Singa-
 pore 16th, General.—CHINESE.
 July 23, HINSAKU, British str., 1,560, Lake,
 Samarang 14th July, Sugar.—JARDINE,
 MATHEWSON & CO.
 July 23, GLENGOLE, British str., 3,062, Frakes,
 Moji 18th July, Coal.—DODWELL & CO.,
 LIMITED.
 July 23, CHINOTU, British transport, 1,459,
 Williams, Madras 11th July and Singapore
 18th.
 July 23, TOSA MARU, Jap. str., 2,873, Parsons,
 Moji and Shimoda 18th July, Coal.—
 NIPPON YUSEN KAISHA.
 July 23, DAYBREAK, American str., 700, Best,
 Shanghai 20th July, General.—CHINESE.

CLEARANCES.

At the Harbour Master's Office.
 23rd July.
 Alexandria, German str., for Yokohama.
 Wursburg, German str., for Singapore.
 Elen, German str., for Hongkong.
 Guthrie, British str., for Moji.
 Nanchang, British str., for Hertsin.
 Thales, British str., for Swatow.
 Saint Irene, British str., for Rangoon.
 Thales, British str., for Canton.
 Esane, British str., for Canton.

VESSELS IN DOCK.

23rd July.
 ABERDEEN DOCKS.—
 Kowloon Dock.—Sungking, Y. Sontan,
 Sishan, Hoiho, Clara, Shantung, Hongkong
 Maru, Chingta.
 COSMOPOLITAN DOCK.—Colonies, Phro Nang.

SHIPPING REPORT.

The British steamer *Alcinous*, from Fochow
 21st July, had fine, clear weather with light
 variable winds.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-
 SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Timor, Port Darwin and
 Queensland Ports, and taking through
 cargo to Adelaide, New Zealand,
 Tasmania, &c.)

THE Steamship
 "AUSTRALIAN,"
 Captain H. M. Day, will be despatched for the above
 ports TO-DAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted
 for Passengers, and has a Refrigerating Cham-
 ber, which ensures the supply of Fresh Provi-
 sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
 the Electric Light.
 A Stewardess and a duly qualified Surgeon
 are carried.

N.B.—Return Tickets issued by this Com-
 pany to and from Australia are available for
 return by the steamer of the China Navigation
 Company and vice versa.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.
 Agents.
 Hongkong, 1st July, 1901.

VESSELS ON THE BERTH

SHIRE LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE,"

Captain Davies, will be despatched for the
 above ports TO-DAY, the 24th July, at NOON.

For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 22nd July, 1901.

FOR YOKOHAMA AND KOBE.

THE Steamship

"ALEXANDRIA,"

Captain Riden, will be despatched for the
 above ports TO-DAY, the 24th inst. at NOON.

For Freight or Passage, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 22nd July, 1901.

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR ANPING (VIA SWATOW AND

AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for
 the above ports TO-DAY, the 24th inst.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 15th July, 1901.

THE CHINA AND MANILA STEAMSHIP

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain Geo. T. Blackland, will be despatched
 as above TO-DAY, the 24th inst. at 3 P.M.

The attention of Passengers is directed to
 the excellent accommodation provided by this
 steamer. She is fitted throughout with Electric
 Light and is supplied with a Refrigerating
 Chamber.

A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 22nd July, 1901.

THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain J. McGinty, will be despatched as
 above TO-MORROW, the 25th inst. at 5 P.M.

This Steamer has superior accommodation for
 Passengers, and is fitted with the Electric
 Light.

A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 22nd July, 1901.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
 above on FRIDAY, the 26th July, at 4 P.M.

This Steamer has superior accommodation for
 First Class Passengers, is fitted throughout
 with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
 JARDINE, MATTHEWSON & CO.,
 General Managers.
 Hongkong, 22nd July, 1901.

FOR NEW YORK.

THE S/S A K American Ship

"MANUEL LLAGUNO,"

will load during September and October,
 sailing about 25th October.

For Freight, apply to
 SHEWAN, TOMES & CO.
 Agents.
 Hongkong, 11th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
 AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 "EMPEROR OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug. 1901
 "EMPEROR OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901
 "EMPEROR OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
 INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-
 COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey,
 and make connection at Vancouver with the PACIFIC COAST LIMITED TRAINS,
 of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent
 FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.
 Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-
 Atlantic Lines, which passengers to all principal points and AROUND THE WORLD. Return
 tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
 tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL FARES (First class only) granted to Missionaries, Members of the Naval
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
 Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,
 (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL
 TRAINS (the Company having received the highest award for fame at recent Chicago World
 Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
 through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
 by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed
 on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,
 "TARTAR"....4,425 Tons....Comdr. G. D. Bowles, R.N.R. WEDNES, 14th Aug. at Noon.
 "ATHENIAN"....3,982 Tons....Comdr. H. Mowat

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.
 In addition to their excellent Saloon Passenger accommodation, these steamers are especially
 adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between
 YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Feller's Street.
 Hongkong, 18th July, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEBON, OPORTO,
 LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANTE, BLACK
 SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ACILIA.....{ HAVRE, BREMEN & HAMBURG } On 9th Aug. Freight.
 Capt. v. Döhren.....(Calling at Singapore and Colombo)

ALEXANDRIA.....{ HAVRE & HAMBURG } On 2nd Sept. Freight.
 (Calling at Singapore and Penang)

SIBERIA.....{ HAVRE & HAMBURG } On 10th Sept. { Freight and
 Capt. Porzelius.....(Calling at Singapore and Colombo) Passage.

ANDALUSIA.....{ HAVRE & HAMBURG } On 21st Sept. Freight.
 (Calling at Singapore and Penang)

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.
 Hongkong, 20th July, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON	SHANGHAI	About 27th July	Freight or Passage.
YOKOHAMA VIA SHANGHAI AND KOBE	BOMBAY	About 30th July	Freight or Passage.
(Passing through the Indian Sea)	H. S. Bradshaw		
SHANGHAI	MARSHALL	About 2nd August	Freight or Passage.
	G. M. Montford, R.N.R.		
LONDON, &c.	BENGAL	Noon, 3rd August	See Special Advertisement.
	A. L. Valentini		
MARSEILLES AND LONDON	MALACCA	About 10th August	Freight or Passage.
	E. G. Andrews		

For Further Particulars, apply to
 H. A. RITCHIE,
 Superintendent.

Hongkong, 20th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
 AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT SINGAPORE TO LAND PASSENGERS AND LOGGERS.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE ENTIRE JOURNEY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAYERN	ANTWERP, LONDON, and	THURSDAY, 25th July.
STUTTGART	ANTWERP, LONDON, and	THURSDAY, 25th July.
KONIG ALBERT	ANTWERP, LONDON, and	THURSDAY, 25th July.
PRINZESS HEINRICH	ANTWERP, LONDON, and	THURSDAY, 25th July.
PREUSSEN	ANTWERP, LONDON, and	THURSDAY, 25th July.
HAMBURG (Hamburg-Amerika Linie)	ANTWERP, LONDON, and	THURSDAY, 25th July.
SACHSEN	ANTWERP, LONDON, and	THURSDAY, 25th July.
KIAUTSCHOU (Hamburg-Amerika Linie)	ANTWERP, LONDON, and	THURSDAY, 25th July.
BAYERN	ANTWERP, LONDON, and	THURSDAY, 25th July.
STUTTGART	ANTWERP, LONDON, and	THURSDAY, 25th July.
KONIG ALBERT	ANTWERP, LONDON, and	THURSDAY, 25th July.
PRINZESS HEINRICH	ANTWERP, LONDON, and	THURSDAY, 25th July.
PREUSSEN	ANTWERP, LONDON, and	THURSDAY, 25th July.
HAMBURG (Hamburg-Amerika Linie)	ANTWERP, LONDON, and	THURSDAY, 25th July.
SACHSEN	ANTWERP, LONDON, and	THURSDAY, 25th July.

On THURSDAY, the 25th day of July, 1901, at Noon, the Steamship "BAYERN" of
 the NORDDEUTSCHER LLOYD, Captain H. Blocker, with MAILS, PASSENGERS,
 SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA,
 PORT SAID, SUEZ, ADEN, COLOMBO, PENANG, SINGAPORE, and
 Shipping Orders will be granted till Noon on TUESDAY, the 24th July, and Passes
 will be received on Board until 5 P.M. on WEDNESDAY, the 24th July.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MEICHERS & CO., Agents.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	On 25th July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL	"ORIBES"	On 15th August.
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDRUS"	On 20th August.
GLASGOW and LIVERPOOL	"PYRREUS"	On 4th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT	"PATROCLOS"	On 15th August.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"NANCHANG"	On 24th July.
ILLOILO and CEBU	"KASHING"	On 24th July.
MANILA	"TSINAN"	On 25th July.
PORT DARWIN, THURSDAY		
ISLAND COOKTOWN, CAIRNS		
TOWNSVILLE, BRISBANE		
SYDNEY and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATON APAR." Captain E. Fay, will be despatched for the above ports on FRIDAY, the 28th July at Noon, instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents. Hongkong, 19th July, 1901. [1785]

NIPPON YUSEN KAISHA.

FOR MANILA
THE Company's Screw Steamship

"YAWATA MARU." 3,873 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 28th instant, at 4 P.M. This new Mail steamer is especially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA, Manager. Hongkong, 22nd July, 1901. [1836]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR YOKOHAMA, KOBE AND MOJI.
THE Company's Steamship

"LAISANG." Captain Geo. Payne, will be despatched for the above ports on SATURDAY, the 27th July, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 22nd July, 1901. [1838]

THE OSAKA SHOSSEN KAISHA,
LIMITED.FOR FOCHOOW VIA SWATOW AND
AMOI.
THE Company's Steamship

"ANPING MARU." Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 17th July, 1901. [18]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHESON, TOBEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO.
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.
THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJOI, KOBE and YOKOHAMA, on or about 15th September. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 10th July, 1901. [14]

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug, at Noon.
"DORIC"	THURSDAY, 15th Aug, at Noon.
"PERU"	SATURDAY, 31st Aug, at Noon.
"COPTIC"	TUESDAY, 10th Sept, at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept, at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct, at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada, or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 24th July, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
"HUDSON" ... About 18th Aug.
"HEATHBURN" ... About 18th Aug.
"JUPITER" ...
"MOGUL" ...
"KURDISTAN" ...
"SATSUMA" ...
"LENNOX" ...

For Freight and further information, apply to
DODWELL & CO., LD., Agents. Hongkong, 24th July, 1901. [1739]

SHEWAN TOMES & CO'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

"ARARA." Captain Williamson will be despatched for the above port on or about 5th August, and will be followed by the Steamship "ATAKA" on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO., Agents. Hongkong, 22nd July, 1901. [1263]

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.

Opening the New First Class Steamships
"INDRAVELL" "INDRAPURA"
and "KNIGHT COMPANION"
between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOJOI, KOBE and YOKOHAMA.

"KNIGHT COMPANION" will be despatched for Portland (Or.) on or about 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent, or to
SHEWAN TOMES & CO.
Hongkong, 19th July, 1901. [1824]

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS
in CHINA and JAPAN for the above Line
are pleased to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA in connection with the
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE POINT every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1901.

VESSELS ON THE BERTH.

VESSELS ON THE BERTH.

TO IMPORTERS FROM THE UNITED
STATES.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,
having established a REGULAR SERVICE
OF STEAMERS FROM SEATTLE (Puget
Sound) to JAPAN, CHINA and the
PHILIPPINES, in conjunction
with the
GREAT NORTHERN RAILWAY LINES
of the United States, are prepared to con-
tract for the conveyance of Goods from
the Pacific Coast and interior
points of U.S.A. to the Orient.

THE Steamship

"KINTUCK." Sails from Seattle about the 12th of July.
"CHINGWO." Sails from Seattle about the 21st of July.
"HYSON." Sails from Seattle about the 14th of August.
"KAISOW." Sails from Seattle about the 24th of August.
"YANGTSE." Sails from Seattle about the 27th of Sept.

and will be followed by the Company's regular sailings.
For further particulars, apply at
THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, New York;
To the Agents of the Company at Japan,
China, Hongkong, Philippines and Straits;
FRANK WATERHOUSE & CO., General
Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for
the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 18th July, 1901. [1624]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE

Calling also at TACOMA and carrying Cargo
on through Bills of Lading to New York
and other points of the United States
in connection with the
GREAT NORTHERN RAILWAY CO.'S
LINES.

THE Steamship

"YANGTSE." 6,457 Tons, Commander H. L. Allen, is due here
on 6th August, and will have quick despatch.
For Rates of Freight and further Particu-
lars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1901. [1625]

FOR NEW YORK.

THE 3/3 A.I. American ship
"I. F. CHAPMAN" shortly expected here from KOBE, will load
for the above port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Hongkong, 2nd July, 1901. [1667]

FOR NEW-YORK.

THE 3/3 A.I. American ship
"L. SCHEPP" Captain Kendall, will be ready to load on the
15th August for the above port, and will be
despatched about the middle of September.
For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 18th July, 1901. [1414]

HONGKONG.

Alcinous, British str., 4,278, Fulford, July 23;
Butterfield & Swire
Alexandria, Ger. str., 3,650, Rorden, July 22,
Hamburg-America Linie
Arratoon Apar, Brit str., 2,879, Fey, July 15,
David Sassoon, Sons & Co.
Charthorse, British str., 1,276, Strikland, July
23, Chinese
Choyang, British str., 1,194, Bowker, July 17,
Jardine, Matheson & Co.
Clara, German steamer, 674, Hansen, July 18,
Johsen & Co.
Dajin Maru, Japanese str., 960, Ogata, July 19,
M. B. Kaisha
Daybreak, American str., 700, Best, July 23,
Chinese
Deuteros, German str., 1,001, Frahm, July 22,
Siemens & Co.
Esmeralda, British str., 966, McGinty, July 22,
Shewan, Tomes & Co.
Feidling, British str., 983, Gordon, July 21,
A. B. Mart
F. Ferdinand, Aust. str., 3,880, Martialisch,
July 21, Sander, Wieler & Co.
Fushan, British steamer, 1,500, Lunt, July 18,
Chinese
Glamorganshire, British str., 2,888, Davies,
July 20, Shewan, Tomes & Co.
Glenogie, British str., 3,062, Frakes, July 23,
Dodwell & Co., Limited
Guthrie, British str., 2,500, McArthur, July 16,
Gibb, Livingston & Co.
Hissang, British steamer, 1,536, Lake, July 23,
Jardine, Matheson & Co.
Hoibao, French str., 508, Morles, July 14,
A. B. Mart
Hongkong Maru, Jap. str., 4,159, Filmer, July
20, Nippon Yusen Kaisha
Hue, French steamer, 704, Godinot, July 22,
A. B. Mart
Jacob Diederichsen, Ger. str., 923, Olsson, July
22, Johsen & Co.
Kann, British steamer, 1,247, Arnold, July 22,
Melchers & Co.
Kashang, British str., 1,158, Sanderson, July 19,
Butterfield & Swire
Kutang, British str., 1,495, Selby, July 19,
Jardine, Matheson & Co.
Laisang, British str., 2,224, Payne, July 18,
Jardine, Matheson & Co.
Loonpsang, British str., 1,080, Weigall, July 22,
Jardine, Matheson & Co.
Loosk, German str., 1,026, Fuchs, July 21,
Butterfield & Swire
Machow, German str., 956, Wendig, July 22,
Melchers & Co.
Maidara Maru, Japanese str., 667, Sobajima,
July 22, Mitsui Bussan Kaisha
Melpomene, Aust. str., 1,700, Motocovich, July
22, Sander, Wieler & Co.
Muncheu, German str., 4,691, Krebs, May 28,
Melchers & Co.
Nanchang, Brit. str., 1,062, Finlayson, July 11,
Butterfield & Swire
Nanshan, British str., 1,290, Jones, June 27,
Bradley & Co.
Oak Branch, British str., 2,064, Schell, June 12,
Dodwell & Co., Limited
Perla, British str., 1,284, Baxland, July 10,
Shewan, Tomes & Co.
Phuapang, German str., 1,200, Calder, July 17,
Melchers & Co.
Sandakan, German str., 1,474, Schuer, July
17, Melchers & Co.
Shantung, German str., 1,007, Rebbelmann, July
20, Melchers & Co.

as the new line in the Cosopolitain Dock at
Kowloon, Hongkong, in damaged condition,
with all her GEAR, STACKS, ENGINES,
BOILERS, MACHINERY and APPUR-
TENANCES now on board.
For Particulars and Inspecting Order,
Apply to—
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NORDEUTSCHER LLOYD,
Hongkong, 29th June, 1901. [1619]

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THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable
provisions for Cold Storage at EAST POINT at
Moderate Rates.
WM. FARLANE,
Manager.
Heurkang, 17th February, 1899. [65]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
by a Frenchman. Terms very moderate.
Please address—
B. R.,
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this work stands unrivalled. All the new words
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terized Chinese publications.

To illustrate the vast scope of the work the
following facts are submitted for consideration—
Chalmers' Vocabulary contains about 16,000
Chinese characters, and Medhurst's English and
Chinese Dictionary about 100,000 whilst this
work contains more than 50,000 English words,
and upwards of 600,000 Chinese characters.
Again, despite all the grammar and other
elementary works as yet published, the student
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Slisban, British str., 852, H. Holton, July 9,
Bradley & Co.
Sungkiang, British str., 1,021, Moore, July 6,
Butterfield & Swire
Tainan, British str., 1,122, Stovel, July 21,
Bradley & Co.
Tosa Maru, Jap. str., 2,873, Parsons, July 23,
Nippon Yusen Kaisha
Tainan, British str., 1,460, Anderson, July 22,
Douglas Lapraik & Co.
Wurzburg, German str., 5,085, Schuder, July
21, Hamburg-America Linie
Yawata Maru, Jap. str., 2,366, Moses, July 23,
Nippon Yusen Kaisha
Y. Sontau, Amr. str., 555, Gortirolo, July 13,
Orler

SAILING VESSELS.
Celest Burill, British ship, 1,764, Jeffry, May
29, Orler
Holliswood, Amr. bark, 1,084, Knight, June 14,
Orler
L. Schopp, Amr. ship, 1,673, Kendall, July 5,
Carlovitz & Co.
Manuel Laguno, Amr. ship, 1,650, Nichols,
June 30, Standard Oil Co.
M. de Villars, French bark, 1,171, Rional, May
31, E. A. Trading Co., Limited
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21,
Master
St. Isaac, British str., 2,474, Clements, July 8,
Orler
Thales, British steamer, 836, Robson, July 21,
Douglas Lapraik & Co.

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THE only ENGLISH LAGER BEER
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Hongkong, 20th March, 1901. [707]

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THE GERMAN STEAMER
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4,536 Tons Gross, 2,855 Tons Nett,
as she now lies in the Cosopolitain Dock at
Kowloon, Hongkong, in damaged condition,
with all her GEAR, STACKS, ENGINES,
BOILERS, MACHINERY and APPUR-
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"DAILY PRESS" OFFICE, 9, Praya Central

POST OFFICE NOTICES.

The China with the American Mail of the 25th ult. left Yokohama on Saturday, the 20th inst. at daylight, and may be expected here on or about Sunday, the 23rd inst.

The Oceania, with the French Mail of the 25th ult. left Singapore on Tuesday, the 23rd inst. at 5 a.m., and may be expected here on or about Tuesday, the 30th inst. This Packet brings replies to letters despatched from Hongkong on 25th May.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Canton	Human	Wednesday, 24th, 10.00 A.M.
Haiphong	Peiching	Wednesday, 24th, 10.00 A.M.
Shanghai	Melpomene	Wednesday, 24th, 10.00 A.M.
Tientsin	Nanchang	Wednesday, 24th, 11.00 A.M.
Quang-chow	Hu	Wednesday, 24th, 11.00 A.M.
Yokohama and Kobe	Alexandria	Wednesday, 24th, 1.15 P.M.
Manila	Hongkong	Wednesday, 24th, 2.00 P.M.
Shanghai	Kashan	Wednesday, 24th, 2.00 P.M.
Swatow and Shanghai	Hongkong	Wednesday, 24th, 3.00 P.M.
Manila	Union	Wednesday, 24th, 3.00 P.M.
Kau-chuk and Samshui	Tungking	Wednesday, 24th, 3.00 P.M.
Hoihow and Pakhoi	Jacob Diederichsen	Wednesday, 24th, 5.00 P.M.
Canton	Port Darwin, Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Thursday, 25th, 10.00 A.M.
EUROPE, &c., India via Taticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Bayern	Thursday, 25th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Samarang and Sourabaya	Kutsang	Thursday, 25th, 3.00 P.M.
Amoy and Manila	Ennerida	Thursday, 25th, 3.00 P.M.
Singapore, Penang and Calcutta	Kanagawa Maru	Thursday, 25th, 3.00 P.M.
Singapore, Penang and Calcutta	Arakawa Maru	Friday, 26th, 3.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Yawata Maru	Friday, 26th, 3.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Australia	Friday, 26th, 5.00 P.M.
Yokohama, Kobe and Moji	Laisang	Saturday, 27th, 11.00 A.M.
EUROPE, &c., India via Taticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Amman	Monday, 29th, 8.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Hongkong Maru	Tuesday, 30th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
EUROPE, &c., India via Taticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Bengal	Saturday, 27th, 10.30 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)

TO-DAY.

Meeting of Shareholders of Oliviers Freehold Mines, Limited, 38 & 40, Queen's Road Central, 4 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON—	23rd July.
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills, 1 month sight	111 1/2
ON PARIS—	
Bank Bills, on demand	242 1/2
Credits, at 4 months sight	246
ON GERMANY—	
On demand	196 1/2
ON NEW YORK—	
Bank Bills, on demand	46 1/2
Credits, 90 days sight	47 1/2
ON HOLLAND—	
Telegraphic Transfer	144 1/2
Bank, on demand	145 1/2
ON CALCUTTA—	
Telegraphic Transfer	144 1/2
Bank, on demand	145 1/2
ON SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA—	
On demand	6 p.m.
ON MANILA—	
On demand	3 p.m.
ON SINGAPORE—	
On demand	4 p.m.
ON BATAVIA—	
On demand	116
ON HAIPHONG—	
On demand	24 p.m.
ON SAIGON—	
On demand	2 p.m.
ON BANGKOK—	
On demand	594
SOVEREIGNS, Bank's Buying Rate	\$10.28
GOLD LRAE, 100 fine per tael	\$53.50
SIAM SILVER, per oz.	26 1/2

OPIUM.

Quotations are—	23rd July.
Malwa New	\$890 to \$900 per picul.
Malwa Old	\$880 to \$890
P. P. wrapped	\$895 to —
Persian fine quality	\$890 to —
Persian extra fine	to —
Pans New	\$947 to — per chest.
Pans Old	\$973 to —
Batavia New	\$920 to —
Batavia Old	\$900 to —

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German mail steamer *Bayern*, left Shanghai via Foochow on the 20th inst., and may be expected here to-day, a.m.

THE AMERICAN MAIL.
The P.M. steamer *China*, with mails, &c., from San Francisco to the 29th ult., left Honolulu, has arrived at Yokohama, and left for this port on the 20th inst., a.m., via Island Sea, Kobe, Nagasaki and Shanghai, with mails, &c., and the O. & O. steamer *Doria*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai on the 9th inst.

The T. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

The Indo-China steamer *Chiyoda*, from Calcutta and the Straits, left Singapore for this port on the 19th inst., at 8 a.m.

The M.M. steamer *Oceanic*, with the next French mail, left Singapore on the 23rd inst., at 5 a.m., for this port via Saigon.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of China* arrived at Yokohama at 8.30 p.m., on the 21st inst., and

JOINT STOCK SHARES.

COMPANY.		PAID UP.	QUOTATION.
Banks—			
	Hongkong & S'ha...	\$125	\$37 p. ct. prem.
	China & Japan, only	24	\$21, sales
	Do. deferred	21	163, sales
	Natl. Bank of China	23	25. 5a.
	A. Shares	28	24, buyers
	B. Shares	28	24, buyers
	Foun. Shares	21	103, buyers
	Bell's Asbestos E. A. Co.	10	83, buyers
	Campbell, Moore & Co.	10	83, buyers
	China-Borneo Co., Ltd.	15	83, buyers
	China Light and	20	80, nominal
	Power Co., Ltd.	10	51, sales
	China Prov. L. & M.	10	51, sales
	China Sugar	10	51, sales
	Cigar Companies—	\$50	\$100, sellers
	Alhambra, Ltd.	50	80, sellers
	Philippine Tobacco	50	80, sellers
	Trust Co., Ltd.	10	100, sellers
	Cotton Mills—		
	Ewo	Tls. 100	Tls. 47.
	International	Tls. 100	Tls. 42.
	Laun King Mow	Tls. 100	Tls. 43.
	Soyabean	Tls. 100	Tls. 325.
	Yadibong	Tls. 100	Tls. 100.
	Hongkong	\$100	\$14, buyers
	Dairy Farm	\$5	\$77, buyers
	Frederick & Co., Gen.	\$25	\$55, sellers
	Groen Island Cement.	\$10	\$21, sales
	To H. & C. Bakery	\$50	\$50.
	Hongkong & C. Gas	210	\$130, buyers
	Hongkong Electric	210	\$130, buyers
	H. H. L. Tramways	\$100	\$200, buyers
	Hk. Steam Water-		
	boat Co., Ltd.	\$5	\$8, buyers
	Hongkong Hotel	\$50	\$130, buyers
	Hongkong Ice	\$25	\$185, sellers
	H. & K. Wharf & G.	\$50	\$125, sellers
	Hongkong Rope	\$50	\$175, sellers
	H. & W. Dock	\$50	\$305, sellers
	Insurance—		
	Canton	\$50	\$180, sellers
	China Fire	\$50	\$35, sellers
	China Traders'	\$25	\$60, sellers
	Hongkong Fire	\$50	\$350, sellers
	North China	\$25	\$180, buy
	Straits	\$50	nominal
	Union	\$50	\$310.
	Yangtze	\$50	\$220.
	Land and Building—		
	Hongkong Land Inv.	\$100	\$108, sellers
	Huapheya Estate	\$10	\$131.
	Kowloon Land & B.	\$50	\$100, sellers
	West Point Building	\$50	\$50, sellers.
	Luzon Sugar	\$100	\$30, sellers
	Middle Indiv. Co., Ltd.	\$50	\$501, sellers
	Mining—		
	Charbonnages	Fcs. 250	\$525.
	Jelobu	\$5	\$41, sellers
	Queen's Mines, Ltd.	250	\$3 cents, sell
	Oliver's Mines, A.	\$5	\$1, sellers
	Do. B.	\$5	\$1, sellers
	Pamir	\$5	\$5, sellers
	Do. Preference	\$1	\$11.
	Kaubs	1/10	\$12.
	New Amoy Dock	\$51	\$24, buyers
	Oriente Hotel, Manila	\$50	\$70, sell
	Robinson Piano Co., Ltd.	\$50	\$60, nominal
	Steamship Coys.—		
	China and Manila	\$50	\$67.
	China Mutual Prof.	10	\$52.
	China Ordinary	10	\$12.
	Do.	25	\$7.
	Douglas Steamship	\$50	\$54, sales
	H. Canton and M.	10	\$34, buyers
	Indo-China S. N.	10	\$109, ex div
	Shell Transport and	\$1	\$212.25, b.
	Trading Co.	21	\$24, buyers
	Star Ferry	\$10	\$91, buyers
	Tobrua Planting Co.	\$5	\$3, sellers
	United Asbestos	\$4	\$11.
	Do.	\$10	\$20.
	Universal Trading	\$20	\$109, buyers
	Co., Ltd.	\$37	nominal
	Wanchai Steamship	\$10	\$101, buyers
	Watkins, Ltd.	\$10	\$10, sellers
	Watson & Co., A. S.	\$10	\$10, sellers